GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:1794
ANSWERED ON:08.03.2001
DETECTION OF TRACK FRACTURE
A. VENKATESH NAIK;MOINUL HASSAN AHAMED

Will the Minister of RAILWAYS be pleased to state:

(a) Whether expensive machinery and equipments for detection of track fracture is lying unused:

(a) if so, the reasons therefor:

(b) the area in the country most affected by tract fractures during 1999-2000 and 2000-2001 so far, zone-wise; and

(c) the estimated cost incurred for its replacement?

Answer

MINISTER OF STATE IN THE MINISTR OF RAILWAYS (SHRI DIGVIJAY SINGH)

(a) to (d): A statement is attached.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION No. 1794 BY SHRI A.VENKA NAIK AND SHRI MOINU HASSAN TO BE ANSWERED IN LOK SABHA ON 08.03.2001 REGARDINGDETECTION OF FRACTURE.
(a): No, Sir.

(b): Does not arise.

(c)&(d): The details are as follows:

Zonal Railway	Most affected section in 1999-2000	Most affected section in 2000-2001 (up to Jan)
Central	Lonavala-Pune	Lonavala-Pune
Eastern	Jhajha-Patna-Mugal Sarai	Jhajha-Patna-Mugal Sarai
Northern	Moradabad-Ghaziabad	Moradabad-Ghaziabad
North-Eastern	Katihar-Barauni	Katihar-Barauni
North East Frontier	Guwahat-Malda	Guwahat-Malda
Southern	Chennai-Arkonam	Chennai-Arkonam
South Central	Vijaywda-Vishakhapatnam	Vijaywda-Vishakhapatnam
South Eastern	Raipur-Bilaspur	Raipur-Bilaspur
Western	Udhna-Jalgaon	Madar-Palanpur

The expenditure incurred on a rail fracture depends on the kind of fracture and the repair required. Rail fracture is tackled by cutting out the existing rail and inserting a good rail, which is done by adding two welds. Weld fracture is tackled by cutting the old weld and inserting a wider size weld. Depending upon the site conditions, the cost of repairs varies from Rs.2000 to Rs.10,000 per fracture.